

IMPORTANT FROM NEW-ORLEANS.**COM. PORTER AT WORK AGAIN.****Natchez Bombed and Surrendered.****BAYOU SARA DESTROYED.****Fight With the Rebels at Port Hudson.****A BATTERY OF 34 HEAVY GUNS SILENCED.****Good News from Texas and New-Mexico.****The Failure of the Sibley Expedition.****Assassination of Gen. Sibley by His Own Troops.**

The steamship Ocean Queen, Capt. Terry, from New-Orleans Sept. 10 and Pensacola the 13th, arrived at this port on Thursday morning. Her news is highly important from the Mississippi River and from Texas and New-Mexico.

The Bombardment of Natchez.

From *The New-Orleans Delta* Sept. 9.

The United States iron-clad steamer Essex, Commodore W. D. Porter, arrived from up the river yesterday. We have some very important and interesting news by this arrival, comprising some of the acts and doings of this monster iron ship, with "iron hearts."

About a week (more or less) ago, as the Essex was cruising along the river, the lookout reported the Rebel gunboat Wm. H. Webb in sight. Chase was given immediately, and she was pursued past the guns at Vicksburg. The Essex then started down the river, and on reaching Natchez sent a boat's crew ashore for ice. The boat, on nearing the shore, was fired into by the Rebels, and several of the crew wounded. For this set of the early the whole shooting force of the Essex was brought to bear upon the ill-fated city for about two hours and a half, when a deputation was sent down with a proposition to surrender the city, and lift the stars and stripes.

Commodore Porter then ordered the firing to cease, and proceeded down the river until off Bayou St. John, where he came to a stop long enough to burn that ill-fated shore of Rebels. There were but two houses left standing—one belonging to a gentleman who is said to be friendly to the Union cause, and the other the property of a lady. We did not learn what insult was the immediate cause of this visitation of vengeance.

On Sunday, as the Essex was coming down the river, a Rebel battery of 34 guns, opposite Port Hudson, opened upon her, and a fierce battle, at not more than 80 feet distance, began which lasted an hour. At the end of that time the battery was silenced, and the steamer passed on down.

The Rebel battery was mounted with guns of very heavy caliber; but that circumstance only sufficed to prove the remarkable powers of resistance of the Essex. Her iron sides were struck in a multitude of places with 10-inch and other sized balls, the result in all cases being the same—a slight indentation into the sides of the steamer, and then the balls breaking into a thousand fragments and falling harmlessly into the water. The Essex commenced to fire the best finding material in the whole State. Great things were expected of her, but it failed as usual, as it deserved. The fate of the leaders may be regarded as a precedent of what will happen to the great leaders of the Rebellion, when their deluded people come to their senses.

The Rebel Officers Gen. Sibley and Col. Steele.

By way of New-Orleans, we have intelligence of the death of the Rebel officers Gen. Sibley and Col. Steele, who were assassinated near El Paso del Norte, in Texas (a place formerly occupied by United States troops as a permanent garrison or camp), by their own exasperated men, after being thoroughly defeated by the Union forces from California. Gen. Sibley is H. L. Sibley, a native of Louisiana, and a graduate of West Point. He entered the academy in 1833 and graduated in 1838, without distinguishing himself in any marked manner. Among his classmates were the Union Gens. Irvin McDowell and W. H. Barry, and the Rebel Gens. Beauregard and Hardee. With the latter, in July, 1838, Sibley was appointed Second Lieutenant in the 2d Dragoons, then a comparatively new regiment, having been first organized in 1836. In March, 1840, he was made First Lieutenant, and, with this rank, he acted as Regimental Adjutant from 1841 until 1847, in which year he obtained his company. Directly after getting his commission as Captain he was engaged, with his company, in the affair at Moultrie, near Vera Cruz, and was breveted Major for gallantry and meritorious conduct, March 25, 1847. In 1851 he succeeded to a majority in the 1st Dragoons, but resigned before he received his commission, and joined his fortune with that of his brother, Gen. J. W. Sibley, who had retired in New-Mexico. He was in that Territory when he resigned, and has been kept there ever since. He won a laurel victory over Gen. Canby at Vicksburg, which has been effectually wiped out by his defeat and his untimely death at the hands of his own misguided partisans.

Colonel Steele who was killed with Gen. Sibley, is William Steele, formerly Captain in the same regiment with Sibley. He was a native of the State, and graduated at West Point in 1843. On the 1st of July of that year he was appointed brevet Second Lieutenant in the Second Dragoons. While yet a young officer, he distinguished himself in the battle of Contreras, in the storming of Chapultepec, and in the battle of Chapultepec. For the former he received the brevet of First Lieutenant, and for the latter that of Captain; both for gallant and meritorious conduct. In the conflict in the City of Chapultepec he commanded his company. His commission as full First Lieutenant was dated June, 1848. In 1849-50 he was regiments Adjutant; in November, 1851, he became full Captain, and in May, 1851, he became a major, while with his regiment in New-Mexico.

News Summary.
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New-Orleans was visited by the 4th inst., by reports through Reed sources that Stonewall Jackson had been defeated by Gen. Pope, and that the garrison of Richmond would necessarily fall.

The fence around the race-course on the Metairie Ridge road had been taken for flooring on the 5th.

Gen. Butler had recovered from Mr. Ells, late City Surveyor, the sum of \$3,182.50, which had been unjustly taken from the City Treasury as extra fees. It was returned to the City Treasurer.

It was impossible to ascertain what the loss of the Rebels was, as those engaged on the Essex were too well protected by iron armor to permit their seeing ashore; but as the action was at very close quarters, the loss on shore must have been heavy.

There was no casualty on the steamer.

The names of Porter and Essex have already passed into history in a former generation, and the exploits of the gallant old frigate in the waters of the Pacific have been the animated themes of discourse around millions of American hearthstones.

This generation can now, too, boast of a Porter, the son of the gallant sailor who shod so much lustre upon the United States Navy; and the Essex, too, a craft of his own invention, named after the famous cruiser, and like her distinguished for being almost without a rival in her line of service.

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